

श्री राजनारायण : इस पर कल भी हमने प्रस्ताव दिया, परसों भी दिया, नरसों भी दिया। तो इनकी बात आप सुन लें, लेकिन सुनकर खत्म न करें, आप इसके लिए एक दिन पूरा निश्चित करें।

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श्री ए० पी० जैन : थोड़ा सब करो।

That is exactly what I am saying. On this uneconomic price the farmers are refusing to supply sugarcane to the mills. Of the 71 sugar factories in U.P. only 10 have started. The crushing season is already delayed by 3 weeks. This policy of the Government is causing great hardship to the sugarcane growers and it needs urgent discussion. I do not want to add anything more except to say that the matter is of such great importance that it must be discussed within this week itself and time should be found for it.

MR. CHAIRMAN: The House stands adjourned till 2.00 P.M.

The House then adjourned for lunch at thirty-eight minutes past one of the clock.

The House reassembled after lunch at two of the clock, THE DEPUTY CHAIRMAN in the Chair.

THE MERCHANT SHIPPING (AMENDMENT) BILL, 1968

THE MINISTER OF TRANSPORT AND SHIPPING (PROF. V. K. R. V. RAO): Madam, I beg to move for leave to introduce a Bill further to amend the Merchant Shipping Act, 1958.

The question was put and the motion was adopted.

PROF. V. K. R. V. RAO : Madam, I introduce the Bill.

THE ARCHITECTS BILL, 1968

THE MINISTER OF EDUCATION (DR. TRIGUNA SEN): Madam, I beg to move for leave to introduce a Bill to provide for the registration of architects and for purposes connected therewith.

The Question was put and the motion was adopted.

DR. TRIGUNA SEN: Madam, I introduce the Bill.

THE INDIAN RAILWAYS (AMENDMENT) BILL, 1968—contd.

SHRI CHITTA BASU (West Bengal): Madam, the Bill which we are discussing now is an important piece of legislation, although it appears to be very simple and innocuous. At the outset I would like to submit to this House that I rise to oppose this Bill with all the emphasis at my command. This strong opposition has been necessitated because of certain developments in the country, particularly in the field of legislation in relation to the labour of this country of ours and the labour movement as a whole. I think you all agree with me that there has been a spate of labour legislations for some time past, which have directly affected the interests of the working-class movement in the country today. For example, you may have noticed in this House how the bank-men have been deprived of their right to strike, even picketing, for the preservation of their age-old democratic rights by the Deputy Prime Minister by incorporating a particular provision in the Banking Laws (Amendment) Bill. It snatched away the right of the bank-men. You may have also observed how the Industrial Security Force Act has been enacted with the object of trespassing into the field of trade unions, how it has been enacted with the object of suppressing the labour movement in the sphere of the public sector. You will have also noticed that there is a Bill on the legislative anvil called the Essential Services Maintenance Bill. And today we are discussing the Indian Railways (Amendment) Bill, which is also anti-labour and not only anti-labour but also anti-democratic and an atrocious, colourable piece of legislation. If you will permit me to say so, it is devoid of constitutionality even and in this background I cannot but oppose this Bill tooth and nail. I cannot but express my resentment against this, as a trade union worker of the country. Why do I say so? In this Bill, of course, there is no mention of the words that the Government propose to ban any strike. There is no such word in the Bill. But the whole purpose is to take the power of banking the right to strike by railway-